

CHESTER VILLAGE PLAN (Excerpt)

[The following discussion of planning factors, goals, recommendations and implementation are excerpted from the complete adopted Chester Village Plan, which contains additional background information and environmental data. The complete plan is available under separate cover from the Chesterfield County Planning Department.]

**Adopted By The Chesterfield County
Board of Supervisors
September 13, 1989**

**Amended By The Chesterfield County
Board of Supervisors
January 10, 2001**

This amendment moved the southern Jefferson Davis Highway corridor to the Southern Jefferson Davis Corridor Plan, adopted January 10, 2001

CHESTERFIELD COUNTY: At a regular meeting of the Board of Supervisors, held at the Courthouse on September 13, 1989 at 7:00 p.m.

WHEREAS, Title 15.1, Chapter 11, Article 4, of the Code of Virginia 1950, as amended, requires the preparation and adoption of a comprehensive plan for all local governments, and allows adoption and amendment of this plan in parts; and

WHEREAS, the Board of Supervisors of Chesterfield County adopted a comprehensive plan on June 22, 1977, originally called the General Plan 2000, and now referred to as the Plan for Chesterfield, which plan, as amended, includes the following parts, as amended: the Northern Area Land Use and Transportation Plan, the Southern Area Land Use and Transportation Plan, the Eastern Area Land Use and Transportation Plan, the Western Area Land Use and Transportation Plan, the Central Area Land Use and Transportation Plan, the Thoroughfare Plan, the Plan for Public Facilities, the Water System Master Plan, the Wastewater System Master Plan, and the Capital Improvements Program; and

WHEREAS, the Board of Supervisors requested that the Planning Commission review the existing Central Area Land Use and Transportation Plan, a part of the Plan for Chesterfield, as amended, and determine whether amendment to said part would be needed; and

WHEREAS, the Planning Commission has recommended adoption of the Chester Village Plan as an amendment to said part.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Chesterfield County does hereby adopt the Chester Village Plan as an amendment to the Central Area Land Use and Transportation Plan, a part of the Plan for Chesterfield, as amended, to guide and accomplish a coordinated, adjusted and harmonious development of the territory covered by the plan, to include the following amendments:

1. Under certain circumstances it may be appropriate to rezone property to permit uses which were permitted on the property prior to County-wide rezoning in 1971 (re: Woodard property);
2. Inclusion of amendments regarding land use and transportation as suggested by Mr. Daniel, which state, "Except as specifically shown on this Plan, it is the intention of the Plan that the area bounded by Route 10, Chalkley Road, Centralia Road, the CSX railroad line and the abandoned railroad line shall never be rezoned to permit commercial uses. Chesterfield County recognizes no circumstances which could foreseeably arise that would justify commercial rezoning in this area. Commercial rezoning in this area would violate both the substance and spirit of this plan" and "It is intended that the extension of Hopkins Road as shown on this Plan will be built with private funds as part of an overall development plan. Any development in the area of the Hopkins Road Extension will be expected to construct its proportionate share of the extension";
3. Inclusion of Hopkins Road Extension, the use of the abandoned railroad bed, Centre Street Extension, the proposed road crossing of the Womack property.

LIST OF PARTICIPANTS

BOARD OF SUPERVISORS:

Geoffrey H. Applegate, Chairman
C.F. "Sonny" Currin, Jr., Vice-Chairman
Harry G. Daniel
Jesse J. Mayes
Maurice B. Sullivan

PLANNING COMMISSION:

Kelly E. Miller, Chairman
Lawrence R. Belcher, Vice-Chairman
Michael J. Kelly
J.E. Steven Perkins
Arthur S. Warren

CHESTER ADVISORY COMMITTEE:

Dorothy Armstrong
Phyllis Bass
Ann Bellemore
Robert Chase
Hugh Cline

Jim Daniels
 Dennis Doyle
 Sharon Gregory
 Charles E. Jackson
 Charles Keene
 Larry Mathews, Jr.
 G.E. "Buddy" Miles
 John Miller
 Rozier Thornton
 Miles Waugh
 Zula Weinstock
 Harley Young

COUNTY STAFF:

Lane B. Ramsey, County Administrator
 Richard F. Sale, Deputy County Administrator

PLANNING DEPARTMENT STAFF:

Thomas E. Jacobson, Director of Planning
 Richard D. Wilhelm, Chief of Comprehensive Planning
 Bradley Arthur Peterson, Principal Planner
 Inger K. Rothman, Planner I
 Donna Mullins, Word Processing Specialist

CONSULTANTS:

The Cox Company, Charlottesville
 Frazier Associates, Staunton
 Okerlund Associates, Charlottesville

Executive Summary

The Chester Village Plan is a response to the continuing population growth and development in Chesterfield County. Although growth impacts all parts of the county, the case of Chester is somewhat different as it constitutes one of the unique villages within the county which has a history and identity distinct from metropolitan Richmond.

Chester has been a community whose character has been defined by its own churches, schools and other community institutions, and also by its quiet, rural environment. Many residents have remained for generations and other residents have chosen to move here because of this desirable small town character. This plan includes goals and recommendations to preserve the style and scale of physical development which contribute to this character.

The plan includes both a review of the history of the area and its present state.

Findings

- Although growth in households is not as rapid as the growth county-wide, the number of children per household is higher than that

county-wide. This is reflected in increasing demand on schools.

- Proximity to major employers makes residential locations in Chester desirable. In addition to the number of major employers in the eastern part of the county, the opening of Route 288 will make access to the metropolitan employment market from Chester easier.
- Because relatively little of the study area remains undeveloped, the land use pattern will remain heavily residential.
- New non-residential development along Jefferson Davis Highway, West Hundred Road and Iron Bridge Road will provide competition for commercial activities within downtown Chester.
- Future development within the study area may be regulated under the Chesapeake Bay Preservation Act, as the area falls within the act's area of applicability and contains several of the sensitive soils identified by the act.
- Existing development in downtown Chester and along West Hundred Road would benefit from greater cohesiveness and more landscaping.
- Residential population growth will result in increasing burdens on the local schools, library, and other public facilities.

Recommendations

- Single-family residential uses are recommended for the greater share of the community. Locations of existing multi-family and non-residential uses have been recognized, and expansion of a mixed use village center has been recommended for the intersection of West Hundred Road with Harrowgate Road/Centre Street.
- Natural or artificial barriers are recommended for divisions between most land uses.
- Transitional land use categories are recommended between high-intensity land use categories and low-intensity land use categories in most instances.
- A mixture of single family residences and limited office uses are recommended for the Route 10 corridor east of the village center.

- Improved screening and buffering, underground location of future utilities, shared access, improvement to the Curtis Street railroad crossing, and pedestrian improvements are recommended for the whole study area.
- Closer study of Centralia and the Jefferson Davis Highway corridor are recommended. *(Note: The Jefferson Davis corridor was studied in separate plans adopted in 1993 and 2001)*
- Special standards within the village center development and design aimed at promoting the village appearance and scale, pedestrian amenities, architectural cohesiveness, and street activity is recommended. Particularly recommended features include a central village square or plaza, augmented landscaping including street trees and landscaped gateways, street furniture including benches and lighting, continuous street facades, sidewalks, no portable signs or billboards.
- Special standards for Route 10 corridor development and design aimed at maintaining the residential appearance and scale is recommended. Parking on sides or, if necessary, at the rear of buildings is recommended for non-residential conversions, as well as careful screening of parking facilities from view.
- A program of preservation for the area's historic resources, and location of public facilities within the village center are also recommended.

Implementation

Implementation of these recommendations whether by public entities, private developers, or civic interest groups should reinforce the viability of Chester as a traditional village including competitive commercial activity as well as a residential environment embodying the best of small town esthetics and intimacy: retention of Chester's individual identity.

Chester Village Plan (Excerpt)

Planning For Chester's Future

An understanding of the conditions which influence development opportunities in the area provides a sound basis for policy decisions that will shape the future. Examining opportunities and constraints makes it necessary to look beyond the current development pattern and to consider a range of possibilities. The following summary of existing conditions discussed previously identify the most important factors affecting the direction of the Plan.

Opportunities

Land Use

- Based on the availability of sizable undeveloped parcels located near the Village Center north of West Hundred Road, an opportunity exists for these areas to function as transitional areas that could blend compatible uses and be sensitive to surrounding neighborhoods and lower intensity uses found around the village's central commercial area.
- The distinct identity of Chester with its diverse but well-maintained housing stock and stable neighborhoods, indicate continuing demand for residential investment and its ensuing ability to support consumer activity.
- Large undeveloped tracts on the periphery of the study area provide an opportunity for cohesive development integrated into and compatible with existing development, by including buffers, transitions and adequate road connections.

Transportation

- Route 288, a regional transportation link, will provide improved access within the county, and should help alleviate short term congestion in the more heavily developed corridors, such as West Hundred Road (Route 10).
- Improvements to existing roadways will more adequately accommodate increased traffic volumes expected with forecast business and residential growth within the study area.
- The eventual construction of controlled access facilities to serve as parkways will

provide more direct access to residential areas and alternative routes to West Hundred Road (Route 10).

- The abandoned ninety foot wide railroad right-of-way owned by the County and running approximately north-south through the Chester study area could provide an alternate north-south route for a thoroughfare.

Natural Environment

- Great Branch, Ashton Creek and other water features offer opportunities to develop active, community level facilities and to protect the area's scenic natural features for passive enjoyment.
- Careful site planning and open space preservation techniques can insure that future development is sensitive to natural and man-made physical features.
- The drainage swale north of Centre Street could be incorporated into a public green space and provide a logical transition between land uses.

Built Environment

- Within Chester are many historic structures and sites concentrated between Percival and Petersburg Streets, Old Hundred Road and Gill Street, and in the adjoining village center.
- Extant development along Old Hundred Road already includes traditional continuous street facades and intimate atmosphere scale which could be complemented by emphasis on pedestrian activity, as contrasted with the vehicular orientation of West Hundred Road.
- An opportunity exists to implement special, higher quality design standards for development within the village boundaries and elsewhere along West Hundred Road.
- Expansion of pedestrian circulation and recreation facilities and designation of a village center can reinforce an internal village focus and a more human scale environment.
- Improvements to West Hundred Road (Route 10) will provide continuous sidewalks from Jefferson Davis Highway west through Chester forming a significant core for to a sidewalk and pedestrian path network.

Public Facilities

- The intent of both the county's library system and the U.S. Post Office to establish larger facilities in Chester provides an opportunity to reinforce the draw for consumers and especially pedestrian traffic into the village's central shopping area.
- Environmentally sensitive drainage courses reserved for conservation purposes could form the skeleton of a scenic, linear park and trail system linking popular pedestrian destinations within the Chester area and county-wide.
- Most remaining undeveloped areas within the study area could be reached by extensions of the water and wastewater systems in place.

Constraints

Land Use

- The existing land use pattern in the Chester area is relatively fixed and will strongly influence the future character of remaining undeveloped land.
- The lack of transitional uses or buffers between the Village Center and the historic neighborhood to the south could lead to introduction of incompatible uses in this historic area.
- Development opportunities in the study area are becoming more limited due to the decreasing supply of undeveloped parcels.
- Loss of front yards and increased traffic volumes on West Hundred Road eastward from Chester will impact enjoyment and viability of residential properties facing this road.

Transportation

- Regional accessibility of the Chester area during peak hours is presently constrained by the capacity of West Hundred Road.
- Local accessibility is limited by the fixed road network which provides limited north-south routes and few east-west routes south or north of West Hundred Road.
- As West Hundred Road is widened and continues to bear higher traffic volumes, it more deeply divides the village's center.

- The lack of alternative separated grade crossings over the existing railroad will continue to focus traffic on West Hundred Road.

Natural Environment

- Fragile wetland habitats, stream valleys, and floodplain scattered throughout the study area, pose difficult and costly limitations for intensive development.

Built Environment

- Development pressures in the village area threaten adverse impacts or the eventual loss of architecturally significant structures, potential market value of which may no longer warrant rehabilitation or adaptive re-use.
- Traffic volume and noise, exhaust fumes, limited sidewalks and incompatible architectural elements detract from the unique village environment and from potential pedestrian activities.
- Variety of commercial building styles, of setbacks, of heights and of site layouts breaks up cohesive street appearance of the village's central business area.

Public Facilities

- Student enrollment in Chester area schools is projected to increase preventing expansion and construction projects from keeping pace with facility needs.
- Additional development within the study area may be constrained by the current level of water pressure, and level of wastewater flow.

Goals

In the effort to generate a plan for Chester's future, the public raised a series of important development issues at the onset of the planning study which focused on aesthetics, neighborhood vitality, community identity, public facilities, resource protection, transportation improvements, and environmental protection. This community input was further refined by the Chester Citizen Advisory Committee who translated these concerns into a set of goals and recommendations for consideration by the county's Planning Commission and Board of

Supervisors. These Goals and ensuing recommendations are by intent linked to both the adopted Central Area and Land Use Plan and to capital improvement plans.

- Reinforce the unique sense of place and identity of Chester.
- Maintain and enhance the village aesthetics and scale, and residential character of Chester.
- Protect and enhance existing residential neighborhoods.
- Promote stable neighborhoods with logical land use transitions throughout Chester.
- Promote the economic vitality of downtown Chester.
- Provide safe and convenient automobile routes and pedestrian walkways throughout Chester.
- Make public facilities available and easily accessible in Chester.

Recommendations

This section contains recommendations to guide future development in the Chester area so that it serves the designated goals listed above. The recommendations are divided into five sets:

- Land Use and Transportation Recommendations;
- Development and Design Recommendations for the Village Center;
- Development and Design Recommendations for the Route 10 Corridor East;
- Historic Resources: Preservation Recommendations;
- Public Facilities Recommendations.

Taken together these five sets of recommendations constitute the Chester Village Plan by describing a future build-out scenario for appropriate locational and functional relationships between land use intensities, development scales, transportation needs, public facility location, streetscape improvements, and pedestrian circulation. Though these recommendations amend the land use and transportation

component of the Central Area Land Use and Transportation Plan, they do not abrogate the overarching, area-wide goals and policies, and ensuing strategies and actions of that plan.

Land Use and Transportation Recommendations

The recommended pattern of land uses are displayed on Map A. This plan takes into account existing conditions and trends in land use plans for adjoining areas. The land use categories shown are more particularly described as follows:

- **SINGLE FAMILY RESIDENTIAL: 1.00 unit per acre or less**

Appropriate land uses in these areas include single family homes; churches, synagogues; and public schools, parks and other public uses. Uses permitted in special circumstances could include private schools, recreation facilities, day care facilities. Residential density should not exceed one unit per acre; lot size should not be less than 25,000 square feet.

- **SINGLE FAMILY RESIDENTIAL: 1.50 units per acre or less**

Appropriate land uses in these areas include single family homes; churches, synagogues; and public schools, parks and other public uses. Uses permitted in special circumstances could include private schools, recreation facilities, day care facilities. Residential density should not exceed one and one-half units per acre; lot size should not be less than 25,000 square feet.

- **SINGLE FAMILY RESIDENTIAL: 1.01 to 2.50 units per acre**

Appropriate land uses in these areas include single family homes; churches, synagogues; and public schools, parks and other public uses. Uses permitted in special circumstances could include private schools, recreation facilities, and day care facilities. Residential density should range from one to two and one-half units per acre; lot size should not be less than 12,000 square feet.

- **SINGLE FAMILY RESIDENTIAL: 2.51 to 4.00 units per acre**

Appropriate land uses in these areas include single family homes; churches, synagogues; and public schools, parks and other public

uses. Uses permitted in special circumstances could include private schools, recreation facilities, and day care facilities. Residential density should range from two and one-half to four units per acre; lot size should not be less than 9,000 square feet.

- **RESIDENTIAL: 2.51 to 8.00 units per acre**

Appropriate land uses in these areas include single family homes, two-family homes, patio homes, zero-lot line houses, townhouses, retirement apartments, multi-family apartments or condominiums, or other alternative housing or lot configurations, as well as the uses included in single family areas listed above. However, alternative residential development should have adequate buffers to separate and screen such uses from single family residential developments. Additionally, such development should also integrate common open green space, recreational facilities, landscaping, and architectural cohesiveness. Residential density should range from two and one-half to eight units per acre.

- **NEIGHBORHOOD OFFICE**

Appropriate land uses in these areas include limited professional and administrative offices and similar uses. Uses should generate no excessive traffic volumes, undue noise or glare, and should be compatible with adjacent residential uses. Typical Uses would include: business, governmental, medical, or professional offices; libraries; brokerages; churches, synagogues and related religious buildings; convalescent, nursing, or rest homes; group care facilities; nursery schools and child or adult day care centers; and travel agencies. Uses permitted in special circumstances could include: clinics, optometry sales, playgrounds and athletic fields, pharmacies; veterinary offices; non-profit civic, social and fraternal lodges.

- **NEIGHBORHOOD COMMERCIAL**

Appropriate land uses in these areas include neighborhood-oriented retail developed under design controls to provide transitions to residential or higher intensity uses, and vehicular and pedestrian circulation between projects. Typical uses include: uses typical of the Neighborhood Office category; bakery sales; banks and S&L's; barber or beauty shop; book, stationery, camera, candy, drugs, dry goods, dairy, flowers, grocery, hardware, newspaper, magazine, and variety sales; dry cleaners, laundry, Laundromat (no















Adopted by the Chesterfield County Board of Supervisors, September 13, 1989

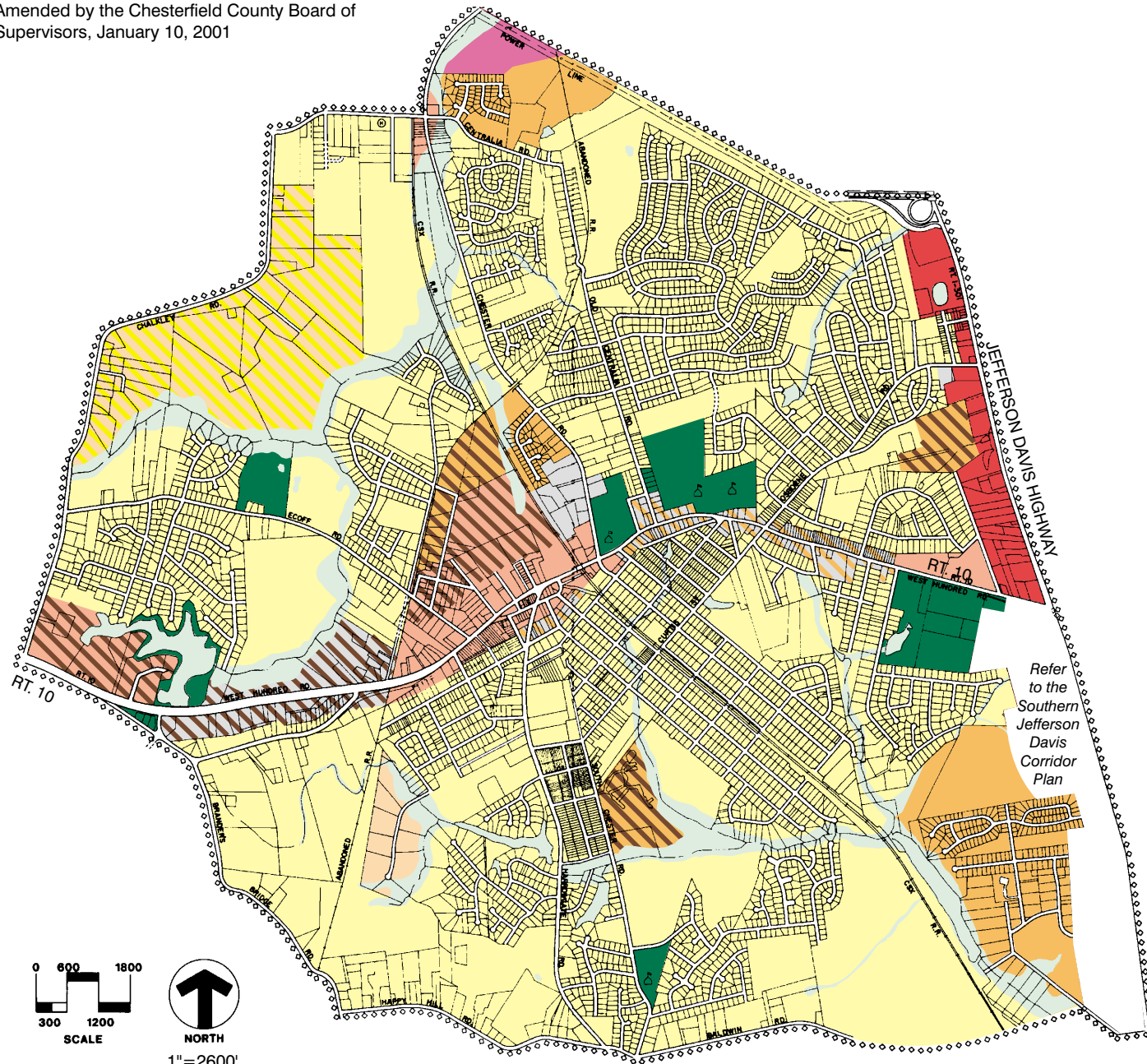
Amended by the Chesterfield County Board of Supervisors, January 10, 2001

(Map 10)

CHESTER VILLAGE PLAN RECOMMENDED LAND USE

LEGEND

-  Single Family Residential (1.00 Units/Acre or Less)
-  Single Family Residential (1.50 Units/Acre or less)
-  Single Family Residential (1.01 to 2.50 Units/Acre)
-  Single Family Residential (2.51 to 4.00 Units/Acre)
-  Residential (2.51 to 8.00 Units/Acre)
-  Neighborhood Office
-  Neighborhood Commercial
-  Community Commercial
-  General Commercial
-  Mixed Use: Neighborhood Office and Single Family Residential
-  Mixed Use: Corporate Office and Multi-family Residential
-  Mixed Use: Neighborhood Commercial and Multi-family Residential
-  Public/Semi-public
-  Natural Conservation



Last updated: January, 2001

Note: All boundaries should be confirmed with the Chesterfield County Planning Department

dry cleaning plants); restaurants (no fast food or carry out restaurants); shoe repair shop; tailor, dressmaker shop; video rental and sales. Uses permitted in special circumstances could include: uses so permitted in the Neighborhood Office category, motor vehicle accessory sales (no motor vehicle repair); gasoline sales; kennels; pet grooming; fast food or carry-out restaurants.

- **COMMUNITY COMMERCIAL**

Appropriate land uses in these areas include community-scale commercial development including shopping centers, and also projects containing commercial, office and multi-family residential uses. Typical uses here include uses typical in the Neighborhood Commercial category, and also: automobile service stations, washes, and limited repair; night clubs, restaurants, hotels, theaters; recreational establishments; hospitals; laboratories; veterinary hospitals, kennels; and carpenter's, cabinet maker's, and contractor's offices and showrooms. Uses permitted in special circumstances could include: those so permitted in the Neighborhood Commercial category; automobile and motorcycle sales; office/warehouses; apartments, condominiums, and townhouses. Residential densities should range from seven to fourteen units per acre.

- **GENERAL COMMERCIAL**

Appropriate land uses in these areas include community-scale and motor vehicle oriented commercial development, including shopping centers, and also projects containing commercial, office and multi-family residential uses. Typical uses here include uses typical in the Community Commercial category, and also: auction sales, boat sales and repair, building materials sales, commercial automobile parking, freight forwarding and truck terminals, farm implement and machinery sales and repair, mobile home and travel trailer sales and repair, recycling receiving, motor vehicle sales and repair, trailer and truck rentals, public garages, motels, commercial recreational establishments. Uses permitted under special circumstances could include: those so permitted in the Community Commercial category; office/warehouse; apartments, condominiums, and townhouses; travel trailer parks; and adult bookstores. Residential densities should range from seven to fourteen units per acre.

- **MIXED USE: Neighborhood Office and Single Family Residential**

Appropriate land uses in these areas include single family houses as well as limited professional and administrative offices and similar uses. Appropriate non-residential uses should generate no excessive traffic volumes, undue noise or glare, and should be compatible with adjacent residential uses. Typical Uses would include: houses; business, governmental, medical, or professional offices; libraries; brokerages; churches, synagogues and related religious buildings; nursery schools and child or adult daycare centers; and travel agencies. Use permitted in special circumstances could include: clinics, optometry sales, playgrounds and athletic fields, pharmacies; veterinary offices; non-profit civic, social and fraternal lodges; business owner/operator's residence. Residential densities should range from one to two and one-half units per acre. Inappropriate uses in these areas include convalescent group care facilities; playgrounds and athletic fields.

- **MIXED USE: Corporate Office and Multi-Family Residential**

Appropriate land uses in these areas include professional and administrative offices, but also integrated supporting uses. Typical uses include a wider range of uses than the Neighborhood Office category, such as: galleries and museums, funeral homes, hotels, medical and dental clinics and laboratories, post offices, communications studios, and schools and colleges. In addition to those uses permitted in special circumstance in this category, the Neighborhood Office category, uses permitted in special circumstances would include the following: office or artists' supply stores, health clubs, commercial schools, fire stations, hospitals, public or private parks, limited retail sales, food sales, office/warehouses, and also apartment, condominium or townhouse developments. Residential densities for such development should range from seven to ten units per acre.

- **MIXED USE: Neighborhood Commercial and Multi-Family Residential**

Appropriate land uses in these areas include neighborhood-oriented retail developed under design controls to provide transitions to residential or higher intensity uses, and vehicular and pedestrian circulation between

projects. Typical uses include those typical in the Neighborhood Commercial category, but also apartments, condominiums, townhouses, as well as innovative projects integrating mixed uses within buildings or complexes. The optimal overall mix of residential uses is between forty and fifty percent. However, residential development should also integrate common open or green space, recreational facilities, landscaping, and architectural cohesiveness. Residential densities should range from two and one-half to ten units per acre.

- **PUBLIC/SEMI-PUBLIC**

These areas are devoted to large, institutional or recreational uses, including schools, both passive and active recreation facilities, parks, and cemeteries. Such uses require careful design of perimeter transitions and integration with surrounding land uses.

- **NATURAL CONSERVATION**

Floodplains, wetlands, ponds, and streams are optimal for preserving open space, vegetation, and natural drainage courses. These areas should be protected by careful inclusion within adjoining projects. Some may be suitable for limited pedestrian trails and passive recreation activities.

The recommended corridors and functional classifications for roads other than local streets are displayed on Map B. This plan takes into account existing conditions and trends in land use plans for adjoining areas. The functional classifications for roads shown are more particularly described as follows:

- **LIMITED ACCESS (200')**

A limited access road is an expressway with fully controlled access, which gives preference to through-traffic by providing access connections with selected public roads only and prohibits at-grade crossings or direct private driveway connections. The right-of-way width for a limited access road is 200 feet.

- **MAJOR ARTERIAL (120' - 200')**

Such a major arterial road provides major circulation movements and accommodates through-travel; serves major centers of activity; has a high traffic volume; accommodates long trips; and carries a high proportion of the total area travel on a minimum mileage. The right-of-way width for such an arterial ranges from 120 to 200 feet.

- **MAJOR ARTERIAL (90')**

Such a major arterial road interconnects with, and augments, the principal arterial system, accommodates trips of moderate length; where possible, does not penetrate identifiable neighborhoods; and distributes travel to small geographic areas. The right-of-way width for such an arterial is ninety feet.

- **COLLECTOR (70')**

A collector road provides both land access service and traffic circulation within residential neighborhoods, and commercial and industrial areas; may penetrate residential neighborhoods; distributes trips from an arterial through an area to ultimate destinations; and/or collects traffic from local streets in residential neighborhoods and channels it to an arterial. The right-of-way width for a collector road is seventy feet.

In addition to the mapped recommendations for land use and transportation, the following particular, narrative recommendations also apply to the study area:

- Both loading and outdoor storage areas should be well screened.
- Where possible, all future utilities should be located underground.
- The Curtis Street railroad Crossing should be upgraded to permit safer, more convenient vehicular and pedestrian crossings.
- The fewest number of driveways possible should enter collector, and arterials roads.
- Clearly marked crosswalks should be provided at the intersections of West Hundred Road with Old Centralia Road and Osborne Road/Curtis Street.
- If possible, pedestrian access should be provided between Chester Middle School and Thomas Dale High School via so-called Thompson Avenue and a crosswalk at Old Centralia Road.
- Adequate buffers should be provided between adjoining incompatible land uses. Such buffers should use a combination of berms, fences, and/or vegetation. Where possible natural vegetation and existing trees should be maintained for buffers and landscaping.

- Within the density ranges indicated by the land use categories shown on the map, development should conform to or provide transitions to adjoining existing development.
- In addition to continued use as a residence, and potential incorporation in one of the adjoining semi-public uses, the house and property at 3001 West Hundred Road situated between Sunset Memorial Park and the Chester YMCA could also appropriately be used for a Neighborhood Office use or a very limited commercial use compatible with the surrounding uses, provided that redevelopment be in accordance with the Route 10 Corridor East characteristics recommended below.
- Both the Centralia Area and the Jefferson Davis Highway Corridor constitute distinct areas within the present study area and should be further studied for development of land use and transportation plans.
- A unique logo for Chester should be designed and incorporated into public and private display.
- An association should be formed to promote implementation of the Chester Village Plan, to create programs for recognition of the community's uniqueness, to foster the economic viability of the community, and to defend the residential, historic and environmental resources of the community.

Village Center: Development and Design Recommendations

Within the larger Chester study area are two areas requiring more particular recommendations. One of these is the Village Center, an area roughly bounded by West Hundred Road on the south, Chester Road on the East and the abandoned railroad corridor on the northwest. Within this area lies the existing Chester business district as well as the only adjoining, undeveloped lands into which the business district might expand. (See Map C.)

To the south of this area are the established and historic residential districts along Shop, and Dodomeade Streets. To the northeast, the existing railroad corridor and Chester Road provides an eastern limit. To the northwest the abandoned railroad right-of-way forms the logical limit, beyond which are established single family subdivisions. Hence, in order to serve both the

goal for reinforcing the unique sense of place and identity of Chester, as well as the goal for promoting stable neighborhoods, special treatment of this area with logical land use transitions, special development and design recommendations is necessary.

Appropriate development in this area should reinforce the village appearance and scale of Chester's business district and the historic buildings in and near it. New construction or renovation should include the following characteristics:

- Reduced minimum and maximum setbacks similar to existing development.
- Continuous street facades.
- Parking located at rear or on sides of buildings.
- No highrise development.
- A central village square or plaza, including green space/vegetation, public buildings, outdoor seating, retail activity and public parking.
- Augmented landscaping including fences and hedges, but particularly emphasizing trees.
- A row of street trees compatible with overhead utilities and arterial road on each side of West Hundred Road.
- Landscaped gateways to define entry into the heart of the village: the northeast corner of Chester and West Hundred Roads; the end of the West Hundred Road median near intersection with abandoned railroad corridor; the corner of Werth Street and Harrowgate Roads; and other potential locations.
- Architectural styles and materials for new construction compatible with the existing styles, materials, and pedestrian scale.
- Windows and entrances in commercial buildings facing the street to reinforce street orientation; where possible.
- Smaller scale, architecturally compatible signage (somewhat similar to Corridor Overlay District standards, but permitting certain historical types, e.g. pedestrian-scale pylon, cantilever, or post-and-rail signs).

- Reduction in the number of on-site parking spaces required, by the number of improved, designated, immediately adjoining on-street parking spaces, if any.
- Sidewalks along all streets, continuing across driveways to ameliorate pedestrian access.
- Sidewalk or trail from West Hundred Road to Chester Recreational Association, along Chester Road or other route.
- Pedestrian walkways integrated with public sidewalk system.
- The fewest number of driveways possible along local commercial streets.
- Clearly marked crosswalks or alternative crossings, for West Hundred Road, especially at Harrowgate Road, Old Hundred Road, Chester Road, and Lee Street.
- Pedestrian ways and crosswalks of special materials, pavers or markings.
- Additional pedestrian street lighting, permitting suspended banners.
- Street furniture and facade improvements (lights, benches, waste receptacles, public signs, planters, awnings) of a coordinated, compatible design.
- Pedestrian-oriented crosswalks, street furniture and landscaping at intersection of West Hundred Road and Harrowgate Road to reinforce central crossroads of village.
- Limitations on exterior lighting and glare.
- Encouragement of architectural or facade lighting.
- Development in accordance with master plans for large, cohesive tracts.
- A northward sequence of development from West Hundred Road coordinated with north-bound access, local streets, and infrastructure.
- North of West Hundred Road, local streets providing multiple access patterns similar to traditional grid patterns.
- Landscaped median on Centre Street.

- Improvement of Lee Street and integration of it in future street patterns to provide access to the community center.
- Protection and buffering of the proposed controlled access route (former railroad bed) on the west side of the business district.
- No portable signs or billboards.
- Mandatory site plan review including: landscaping plan, access and circulation plan, architectural renderings.

Because of the high visibility of the area immediately around Old Hundred Road, the presence of historic structures, and the proximity to a stable residential neighborhood, development in this especially sensitive area within the village center should have the following attributes in addition to those listed for Village Scale development:

- Minimal setbacks, similar to existing development.
- Additional landscaping/screening to protect adjoining residential units.
- Reduction in the number of on-site parking spaces required, when compensatory off-street parking can be provided at a nearby location.
- Improvements for on-street parking where permissible, but not along collectors, arterials or other thoroughfares.

Route 10 Corridor East: Development and Design Recommendations

The corridor along West Hundred Road (Route 10) from the village center of Chester eastward to the non-residential development near the intersection with Jefferson Davis Highway is the second area requiring more particular recommendations. (See Map C.) Single family houses have been built on the majority of lots along this segment of West Hundred Road over many years. At one point on the north side, this development is interrupted by Thomas Dale High School and C.E. Curtis Elementary School. The pattern is further broken by few other non-residential uses, particularly offices and a church complex.

The widening and construction of additional lanes for West Hundred Road (beginning Spring 1989) will increase the impact of this arterial and its traffic on adjoining residences. Anticipating

increased interest of existing properties for non-residential uses, the following recommendations seek to maintain the integrity of residential use, while permitting compatible, limited intensity uses as alternatives.

Although the mixture of land uses should follow the underlying Mixed Use category designated on Map 10, the development in this area would maintain the suburban residential appearance of this section of West Hundred Road, while providing for the appropriate transitional development, particularly office conversion. New construction or renovation should include the following characteristics:

- Office uses extending no deeper than one lot from West Hundred Road, unless site development were oriented away from residential side streets, and so designed to create minimum activity on side streets.
- Retention of residential appearance for office uses: both bulk and architectural style.
- Parking for offices at sides of buildings; however when necessary, parking located in front or rear of buildings would need to be well screened from adjoining properties or public rights of way by use of vegetation, fences and/or berms.
- Well screened lot lines for non-residential development, where adjacent to residential development by use of a combination of berms, fences, and/or vegetation.
- The fewest number of driveways entering West Hundred Road possible.
- Sign restrictions similar to "Village Scale" standards.
- No portable signs or billboards.
- Mandatory site plan review including: landscaping plan, access and circulation plan, architectural renderings

Historic Resources: Preservation Recommendations

The majority of the historic properties in Chester are residential and are located on the original street grid of the village, which was laid out in 1854 and remains largely intact as do most of the early dwellings. They reflect the popular architectural styles of the late nineteenth century

and retain uniformity of scale and setback. The early history of Chester reflects the growing importance of the railroad and its impact on post Civil War growth in the County.

A review of the development history of the community of Chester and examination of the architecture and history of each of the surveyed properties indicates that the Chester area probably meets most, if not all, of the following criteria for consideration of a historic district:

1. The presence of special historic interest relating to local, state, or national history.
2. The presence of special character or aesthetic interest or value caused by the development pattern of area or by natural, landscaping or topographical features of the area.
3. The presence of one or more periods or styles of architecture typical of one or more eras in the history of the county which gives the area a distinct character.
4. The concentration of indigenous examples of local architecture which have not been significantly altered from their original design and which have a uniform scale and derive special value from the repetition of scale and form.
5. The presence of one or more distinguished buildings of high architectural quality and historic interest.

By protecting the external appearance of structures, local historic designation of landmarks or a district would serve several of the expressed goals: to reinforce the unique sense of place and identity of Chester, to maintain and enhance the village aesthetics and scale, and to promote stable neighborhoods.

There are additional implications for property owners if the staff of Virginia Division of Historic Landmarks agrees that the older section of Chester is eligible for listing on state and federal registers. Twenty percent federal tax credits are available for rehabilitation of income producing properties listed individually or as part of a district listed on the Virginia Landmarks Register.

In addition, owners of properties listed individually or as part of a preservation district may request exemption from certain building code requirements in regard to the rehabilitation of historic buildings if they have a licensed architect or engineer to approve their plans. Lastly, the adverse impact of any federally funded or

licensed project or undertaking on properties listed individually or as part of a district listed on the National Register of Historic Places has to be minimized and feasible alternatives investigated before the project is undertaken.

The following recommendations apply to recognition and preservation of historic resources in the Chester study area:

- Historic structures and sites should be recognized and granted local landmark designation. Potential state and federal historic designation should also be investigated.
- The Planning Commission or Board of Supervisors should instigate the process to consider creation of a historic district around the historic core of Chester approximately as outlined on Map D. The County should, further, investigate possible state or federal historic district designation.
- Development and Design within the historic core should conform to bulk, sign, landscaping, and access standards compatible with the existing, cohesive concentration of structures and sites having historic, architectural, or cultural importance.
- The Preservation Committee should investigate the publication of a walking tour brochure for Chester's historic core, as well as other opportunities for promoting awareness of Chester's history.
- Public Facilities Recommendations
- This section contains narrative recommendations for public facilities within the Chester study area. See also, however, the adopted Plan for Public Facilities, which explains in further detail County-wide service objectives and actions.
- Consumer-oriented public facilities, such as the library and post office, which benefit from visibility and accessibility similarly to retail business, should be located within the Village Center, optimally on a central village square or plaza.
- Other public facilities, such as schools and parks, should be located and designed to have convenient and safe access to the thoroughfare network and adequate buffers and/or screening along adjoining land uses.
- Where possible, all future utilities should be located underground.
- The impact of additional demand generated by new development should be carefully monitored so that adequate water pressure and wastewater flow levels are not impaired.

IMPLEMENTATION

Implementation of a plan is the necessary step to convert the vision expressed in goals and recommendations to reality. Implementation of the Chester Village Plan can include both public and private efforts toward controlling or undertaking development.

Historic Preservation

Protection of historic resources can be addressed by the County under the state enabling legislation which includes designation of historic landmarks or creation of historic district among the County's land use regulation powers. The primary impact of designation of a property as a historic landmark or inclusion of a property in a historic district is two fold: the requirement of architectural review by the Chesterfield Preservation Committee for any exterior alteration, remodeling or new construction; and prescribed methods for finding an alternative to demolition prior to the permitted razing of a building.

Historic landmark designation, therefore, not only protects the community's interest in historic structures from inappropriate or anachronistic changes, which might result in loss of historic characteristics, but also from avoidable destruction. Further, in a historic district, where a number of historic properties exist, the entire area is protected from inappropriate changes or additions. An example might be deterring the construction of a brick Prairie Style house in the midst of a neighborhood of wooden Victorian homes, while promoting construction using materials and design elements shared by existing structures. The value of a historic neighborhood is in its cohesiveness, in the characteristics shared by its constituent properties. Designation of a historic district would protect the public interest in such neighborhoods. Map D shows the recognized or potential historic structures and sites in the Chester study area. It also shows the boundaries of a proposed historic district. These boundaries are recommended by the Chester Advisory Committee and staff.

Village District

Another type of special district exists under the County's Zoning Ordinance. The Village District. This is a district which governs development standards (i.e. building bulks, setbacks, signs, lighting, paving, landscaping), while allowing land use to be governed by the "underlying", or base zoning. (Other "overlay" districts control development standards for non-residential uses throughout the County.)

Numerous recommendations for special development requirement for Chester's village center and for the Route 10 corridor east of Chester are made in this plan. The outline of these areas are shown on Map C. A proposed Zoning Ordinance amendment including these areas in the Village District has been prepared as have been illustrative drawings showing how this areas might be developed in conformance with the plan's recommendations.

[The Zoning Ordinance amendment was adopted on September 13, 1989. The drawings are available in the complete Chester Village Plan. -- Editor, September 20, 1989.]

The County can also instigate rezoning of base districts to bring land uses in conformance with this plan. Such rezoning is subject to the same state requirements for public notice and public hearings as are privately instigated zoning cases. Whether a public or private zoning case, however, if a rezoning includes twenty-six parcels or more, mailed notices to owners of adjoining properties are not required, and if it includes 500 parcels or more, mailed notices are also not required for property owners. For the purposes of implementing this plan, however, such notifications should be made under any circumstance. For the public hearing on this plan and the proposed Village District Ordinance over 600 notices have been mailed.

More frequently, however, zoning cases are instigated by property owners. This is also true to requests for Conditional Uses, Special Exceptions, and Conditional Use Planned Developments. Adopted plans provide direction for staff and Planning Commission recommendations, and for the Board of Supervisors' final action. Thus, implementation of the plan occurs as land is proposed for development (or re-development) and goes through the processes of zoning review.

Development is also reviewed for conformance with the plan and compliance with the Zoning Ordinance, at subdivision, site plan or schematic plan review. This is the process by which most new roads are developed. They are built in

conjunction with the subdivision, homesites, or with commercial site development. Thus, new land uses and new transportation facilities come on-line together. The same is true of most other infrastructure and utilities.

Public Improvements, Civic Improvements

Some roads are, however, improved and originally constructed with government funds. (Examples in the Chester Study Area are the improvements to Route 10, which includes some of the improvements called for in the recommendations, and the proposed extension of Centre Street, funds for the planning and construction of which have been in principle agreed upon.) However, public improvements can include a wider variety of improvements than simply roads. Streetscape, pedestrian or landscaping improvements could be included among the county's capital improvements. Interested civic groups could also undertake such capital improvements. Successful street beautification programs have been started under private non-profit guidance in many communities.

Through the process of preparing the Chester Village Plan, interested citizens and County staff have identified goals and recommendations for Chester: preservation of the best of its small town attributes, while permitting growth as a component of the larger Richmond Metropolitan area. The plan includes specific recommendations for land use distribution, transportation elements, development standards, historic preservation, and public facilities; as well as methods for implementation. Chesterfield County should benefit from this program for conservation of one of its historic communities.

CHESTER VILLAGE PLAN

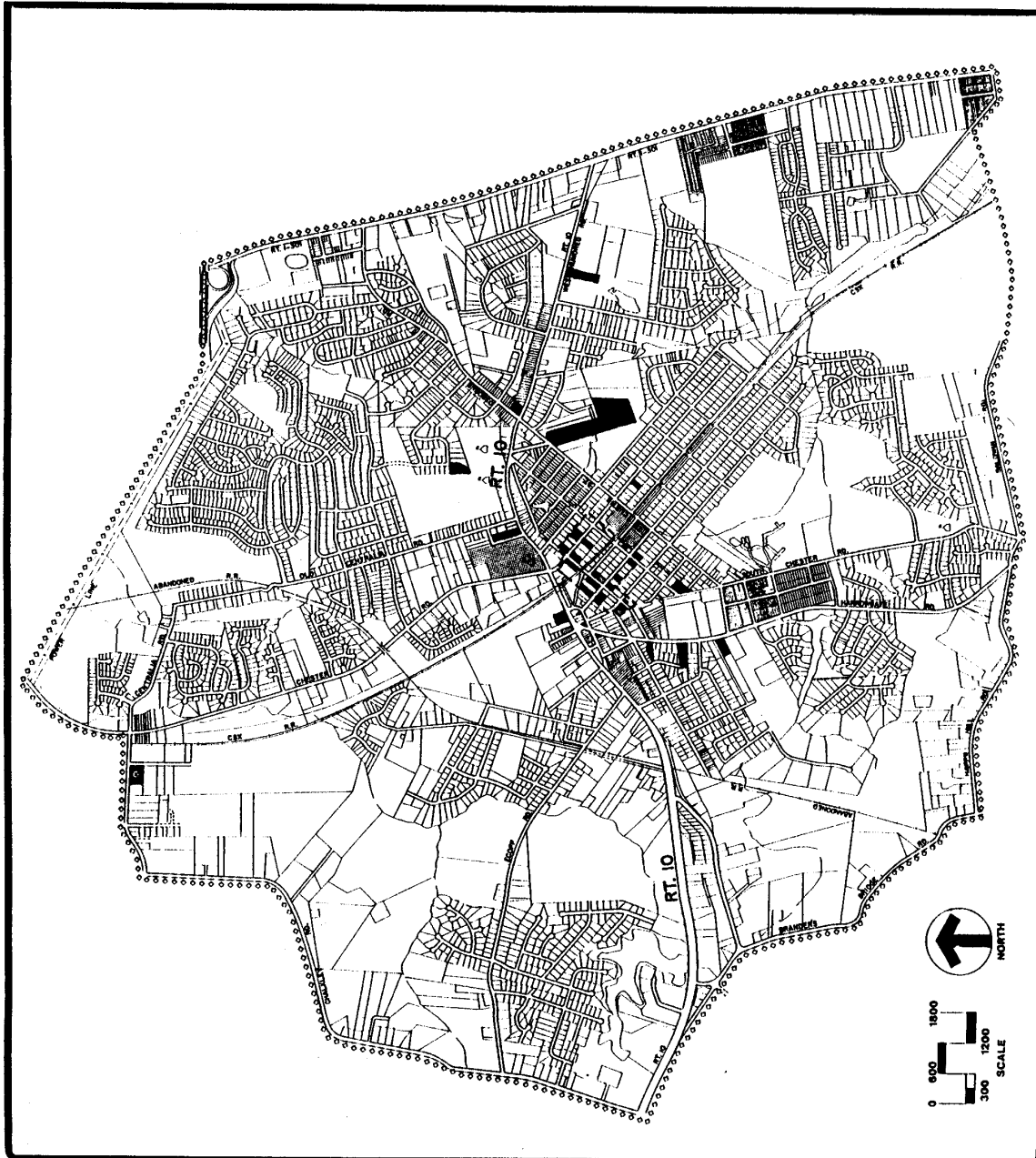
Historic Resources

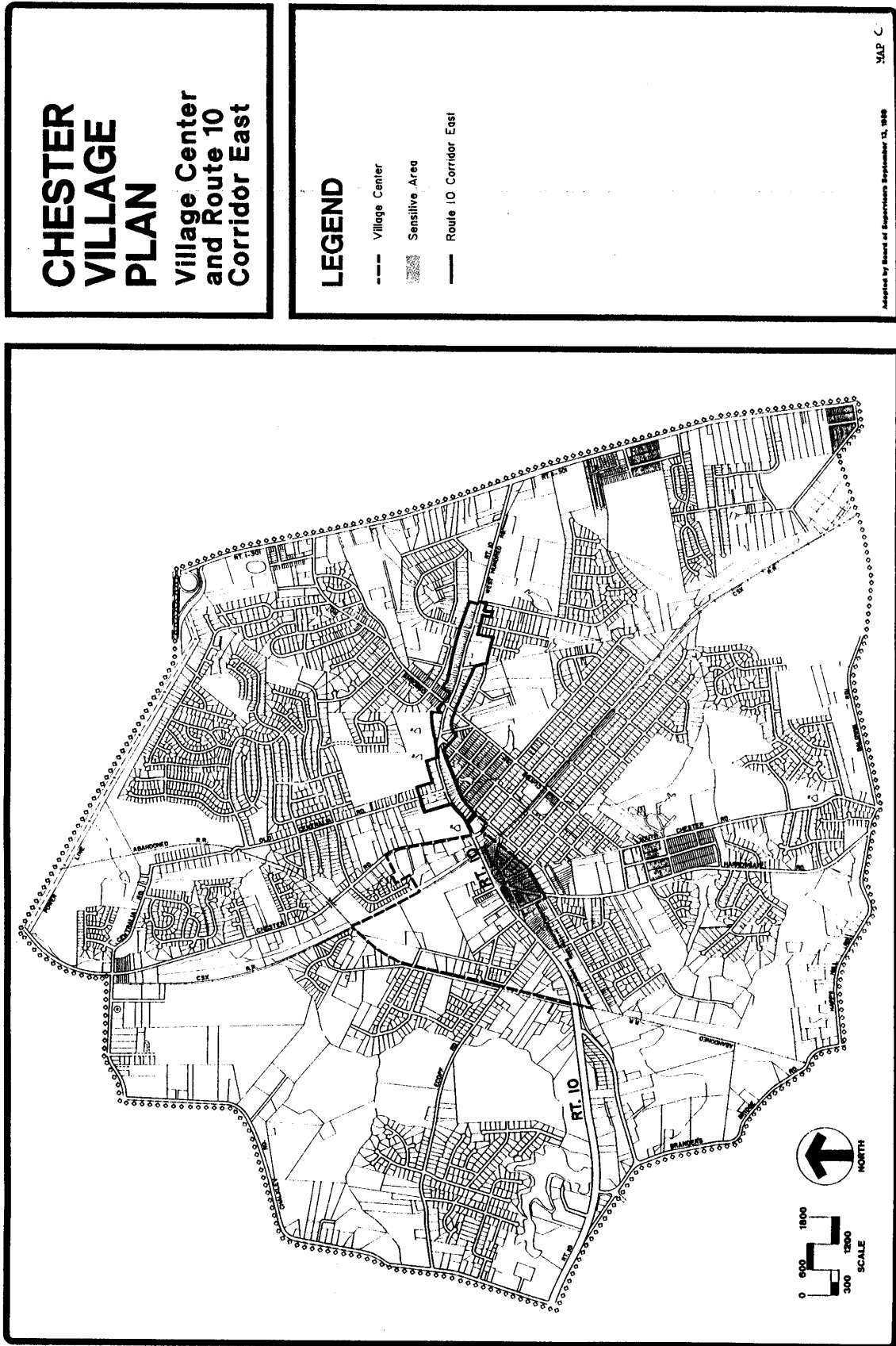
LEGEND

- Historic Structure
on Parcel
- Historic Site
- Recommended
Historic District

MAP 3

Adopted by Board of Supervisors September 13, 1989











CHESTER VILLAGE PLAN

Transportation Recommendations

LEGEND

-  Limited Access (200')
-  Major Arterial (120'-200')
-  Major Arterial (90')
-  Collector (70')

-  Existing
-  Proposed

MAP D

Adopted by Board of Supervisors September 12, 1999

